

Tuesday, Jan 8th

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Triton, Georges, 25,000 lbs. cod.
Sch. Golden Hope, Georges, 55,000 lbs. cod.
Sch. Pilgrim, Georges, 50,000 lbs. cod.
Sch. Alvo, Quero, 18,000 lbs. halibut.
Sch. Arbitrator, via Boston, 3000 lbs. cod.
Sch. Canopus, Georges, 35,000 lbs. cod.

Vessels Sailed.

Sch. A. T. Gifford, haddocking.
Sch. Margaret Mather, haddocking.

To-day's Market.

Board of Trade prices: large handline Georges cod, \$3 3-4 per cwt., medium do., \$2 1-2; large trawl Georges, \$3 1-2, medium do., \$2 3-8; handline cod from deck caught east of Cape Sable, \$3 1-2; medium do., \$2 3-8; large trawl bank cod, \$2.75; medium do., \$2 25 large dory handline cod, \$2 7-8, medium do., \$2 3-8.

Splitting prices, large cod, \$2 10; medium do., \$1.25; snapper do., 40 cts.; cusk, \$1 25; snapper do., 40 cts.; haddock, 75 cts.; hake, 95 cts.; pollock, 60 cts.

Bank halibut, 14 cents per lb. for white and 10 cents for gray.

Fresh pollock, 65 cts. per cwt.
Salt herring in bulk, \$3.25 per bbl.

Fresh herring, \$2 50 per bbl.
Frozen herring, \$3.50 per hundred weight.

Boston.

Jan. 7—Ar., sch. Thomas W. Knight, 6000 haddock, 2000 cod.

Sch. Hattie and Lottie 15,000 haddock, 5000 cod.

Sch. Agnes E. Downes, 4500 haddock, 1000 cod, 3000 hake, 3000 cusk.

Sch. Thomas Brundage, 13,000 haddock, 8000 cod, 6000 hake, 3000 cusk, 500 pollock.

Sch. Rob Roy, 20,000 haddock, 4000 cod.

Sch. Esther Anita, 25,000 haddock, 2000 cod, 2000 pollock.

Sloop Startle, 200 haddock, 1800 cod.

Sch. Cynosure, 9000 haddock, 2000 cod.

Sch. Samoset, not reported.

Sch. Sylvia M. Nunan, 5000 haddock, 1000 cod, 6000 hake.

Sch. Patriot, 3000 halibut, 22,000 cod, 1000 hake, 5000 cusk, 1000 pollock.

Sch. Commonwealth, 10,000 haddock, 14,000 cod, 3000 cusk, 2000 pollock.

Haddock \$2.30 to \$3, large cod \$2.50 to 3, market \$1.75 to \$3, hake \$2, pollock \$1 50, halibut 15 cts.

Fishing Fleet Movements.

Sch. Eliza B. Campbell was at St. Pierre, Miquelon, last week.

Wednesday, Jan 9th

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Speculator, La Have Bank, 15,000 lbs. fresh cod, 35,000 lbs. haddock.
Sch. Dauntless, Bay of Islands, N. F., 1000 bbls. salt herring, 100 bbls. frozen herring.
Sch. Two Forty, shore.
Sch. Grace Otis, via Boston.
Sch. Lottie G. Howard, via Boston.
Sch. Estelle S. Nunan, shore.
Sch. Elsie F. Rowe, shore.

To-day's Market.

Board of Trade prices: large handline Georges cod, \$3 3-4 per cwt., medium do., \$2 1-2; large trawl Georges, \$3 1-2, medium do., \$2 3-8; handline cod from deck caught east of Cape Sable, \$3 1-2; medium do., \$2 3-8; large trawl bank cod, \$2.75; medium do., \$2 25 large dory handline cod, \$2 7-8, medium do., \$2 3-8.

Splitting prices, large cod, \$2 10; medium do., \$1.25; snapper do., 40 cts.; cusk, \$1 25; snapper do., 40 cts.; haddock, 75 cts.; hake, 95 cts.; pollock, 60 cts.

Bank halibut 13 cts. per lb. for white and 9 cts. for gray.

Fresh pollock, 65 cts. per cwt.
Salt herring in bulk, \$3.25 per bbl.

Fresh herring, \$2 50 per bbl.
Frozen herring, \$3.50 per hundred weight.

Boston.

Jan. 9—Ar., sch. Mattakesett, 1500 haddock, 2000 cod.

Sch. Emma W. Brown, 14,000 haddock, 2000 cod, 2000 hake.

Sch. Addison Center, 3000 haddock, 4000 cod, 3000 hake.

Sch. Susie Hooper, 4500 haddock, 2000 cod, 1000 hake.

Sch. Wm. H. Rider, 25,000 haddock.

Sch. (Nellie G. Adams, 7000 haddock, 1000 cod.

Sch. Evelyn L. Smith, 8000 haddock, 3000 cod, 3000 hake.

Sch. Mary G. Powers, 22,000 haddock, 3000 cod.

Sch. Hattie E. Heckman, 25,000 haddock, 2000 cod.

Sloop Venus, 200 haddock, 2500 cod.

Sch. James S. Steele, 15,000 haddock, 3500 cod, 1000 hake.

Sch. Elmer E. Randall, 500 haddock, 2000 cod, 500 hake.

Sch. Caviare, 15,000 haddock, 5000 cod, 1000 hake.

Sch. Horace C. Parker, 25,000 haddock, 1000 cod.

Sch. A. C. Newhall, 2500 haddock, 1500 cod, 1000 hake.

Sch. Frank Foster, 4000 haddock, 1000 cod, 1000 hake.

Haddock, \$1.75 to \$2 15; large cod, \$4; markets, \$1 50 to \$2 25; hake, \$1 50; pollock, \$1 25.

Herring News.

Capt. Charles Young of sch. Dauntless, reports fine weather and no herring at Bay of Islands, N. F.

Thursday, Jan 10th

CENTURY'S WORK.

Wonderful Advancement in Model
and Build of Fishing Craft.

DESCRIPTION OF VARIOUS STYLES.

Changes from Pinkey to Flying
Fisherman.

What is by common consent called the first "sharp" vessel hailing from this port was the sch. Romp. She was built by Joseph Story, so we are told, at Essex in 1850 for Capt. Giles of East Gloucester. When she came round, it can readily be imagined what a furore she created and many a salt sea veteran shook his head doubtfully and said that the "concerned thing was nothin' but a coffin." The craft was in truth an extra good sailer and from her success can be safely dated the evolution from the old style type toward the flying fishermen of to-day.

The Romp, as has been before stated was the first of her model to be constructed. She was quite sharp aft, her widest point being at the forerigging. She had a flaring bow and narrow stern. The hull had a quite slack bilge and a file bottom. She proved a success and was the cause of many a departure in after years, from the old stereotyped model of before 1850.

The changes in models after 1850 and up to 15 years ago, did not come as they have of late in regular succession, as opportunities for improvement became apparent, but were made haphazard, all on different lines and from one extreme to another. For this reason it was 1886 before the first ideal fishing schooner made its appearance. In these intervening 36 years there were departures to the hard bilged and narrow crafts, the plumb stern type, the so-called "box model," the "wedge bow" and others.

Sch. Silver Dart, which was built in 1852, was one of the advance guard of the fleet of "sharpshooters" and will be remembered by many of our older fishermen.

In 1856 there was built at least one fishing craft which was years in advance of any vessel in the fleet. This was the famous Minnehaha. She was constructed at Salisbury by McAllister, for Capt. Knowlton of Marblehead. She was extremely sharp for her time, had an overhang bow, flush deck, low transom beam, with a hollow bottom and hard bilge. She was quite narrow aft and her mast raked aft to a very noticeable degree. She was a remarkable sailer and for many years was considered the swiftest in the fleet. Even when 30 years old her sailing qualities when compared with modern crafts were wonderful.

In 1857 the sch. Northern Eagle was built and she is in active fishing service to-day. She was constructed at Annisquam by a man named Davis. She was a very wide craft, with a slack bilge and file bottom and also boasted a narrow stern and overhang bow. She was an extra fast sailer, being one of the few real rivals of the matchless Minnehaha. The Northern Eagle has since been retopped and is owned and commanded now by Capt. Simeon McCloud and is a fast sailer even now.

In 1861, Aaron Burnham of Essex built the sch. John Somes for Capt. William Harty and she proved a crack-a-jack. She was about 65 tons, with a sharp bow for those times, a sort of plumb stem and quite a wide stern. Her bow was a little

hollowed and she was sharper on the waterline than any craft previously built. She had hardly any overhang.

From this model were built the schs. Rushlight, George J. Clark, Amelia Cobb, Monitor (of Cape Cod), John Nye and Fanny Nye, all of which were fast sailers for their time.

In 1860 the Olive G. Tower, another extreme type, was built. She was very sharp forward and full aft, with a heavy after body.

Schs. William S. Baker and I. G. Curtis were also notable productions about this time.

Speaking of home vessels almost made us skip a production of the early fifties, sch. Ben Wright, designed and built by the noted Donald McKay of Boston. She was sharp forward, with a hollow bow, plumb stem with the American ensign for a figure head and was quite a fast sailer.

In 1864 vessels of larger tonnage than previously were constructed, schs. Mary M. and Carrie E. Crouse being the first of this class.

About 1870 a veritable improvement appeared in the shape of sch. William Walworth. This craft was built at Bath for Capt. Harrington by Deering & Donald. She was a noted sailer, one of the very fastest of her time. She was a straight, low setting vessel with a hollow floor, hard bilge, low transom beam and an extremely sharp bottom. She was quite deep aft. The Walworth was lost, but was raised, renamed the Ettie, and is yet in commission.

Another big sailer about this time was sch. Mary O'Dell, which was designed by and built for Capt. G. Melvin McClain, the now noted marine architect. This craft was similar to the Walworth, only being wider aft and being raised.

Sch. Oceanus, Capt. Wm. Gibbs' flyer, was practically the Walworth model raised up and lengthened.

Sch. George A. Upton, built in 1875 was the Walworth model, but lengthened and deepened.

This class of vessels were all good sailers. The Mary O'Dell was sold for a pilot boat out south and cleaned out every craft in those waters.

(To Be Continued.)

HERRING STILL SCARCE.

No Encouraging Change Noted at Newfoundland Bays.

Sch. Lena and Maud Has Se-

There is practically but little or no ray of hope on the frozen herring horizon.

A telegram from Placentia Bay states that sch. Helen Miller Gould is nearly loaded, three vessels are half loaded and three or four vessels have 100 or 200 barrels each. Very few herring are going and the price is up out of sight. There are thirty sail here.

At Fortune Bay, where there are three or four vessels, sch. Atalanta has 400 barrels, all the herring there are there, and no more have been hauled. The captains of these vessels are thinking of going to Placentia Bay.

Sale of Vessel Property.

Sch. James G. Blaine of this port, 98.26 tons gross, 90.8 tons net, built at Essex in 1891, has been sold to Capt. James C. Gannon.

Big Fares.

Schs. Hattie L. Trask, Capt. James McDonald, and Pauline, Capt. Patrick Vale, are in this morning with big trips of Georges cod, over 50,000 pounds each.

Short Lobster Law.

In the senate on Wednesday, Senator Luscombe of the Cape district had taken from the files a bill to change the legal length of lobsters from 10.1-2 inches to 9 inches.

From Yesterday's Late Edition.

HIGH LINE HALIBUTER.

Sch. Arbitrator, Capt. Lemuel Spinney, Has Honor for 1900.

Sch. Anglo Saxon, Capt. Robert Porper, a Close Second.

Sch. Arbitrator, Capt. Lemuel Spinney is high line of the fresh halibut fleet for 1900, sch. Anglo Saxon, Capt. Robert Porper, being a very close second.

The Arbitrator's stock was \$22,828.52 and the Anglo Saxon's \$22,323.29. Both are splendid stocks. In 1899 the sch. Gladiator, Capt. James Bowie, was high line with a stock of over \$23,000 and the Anglo Saxon was second.

Capt. Spinney of the Arbitrator is a well-known, hustling and capable young master mariner, whose ability and enterprise have won him a place in the very front rank of Gloucester's skippers. He is owner of the Arbitrator and also of the new schooner Dictator, which, under his command, will probably sail on her maiden trip to-day. Capt. Spinney's success in deserved and he is to be congratulated.

Capt. Robert Porper of the Anglo Saxon, who was such a close second to Capt. Spinney, is one of our best known master mariners. He is a quiet, steady-going, unassuming skipper of proven ability and has probably landed as many, if not more halibut than any skipper going. He is also to be congratulated on his fine year's work.

Capt. James Goodwin of sch. Senator is probably third on the list with a stock of \$20,150, and Capt. James Bowie of sch. Gladiator comes fourth with a stock of \$20,050. Both Capt. Goodwin and Bowie are first classmen of the steady, fishy order; men who, like Capt. Spinney and Porper, are capable and reliable.

MAY BE LOST.

Anxiety Felt for Safety of Portland Fishermen.

Considerable anxiety is felt regarding the safety of Warren Coudrey of Chebeague Island, Portland, who was one of the crew of the fishing schooner Nellie Burns. Some ten days ago while the schooner was fishing off Rockland, Coudrey was out in a dory hauling trawls when darkness set in and he failed to return to the vessel. An extended search was made for him, but without success and nothing has been seen or heard from him since. There is a bare possibility that Coudrey may have been picked up by some passing vessel, but otherwise he probably was drowned or died of exposure.

First Mackerel of the Season.

Sch. Evelyn L. Smith, Capt. Antonio Gracie, which arrived at Boston this morning from a haddocking trip, brought in the first mackerel of the season. The fish which weighed about 2.34 pounds and measured about 20 inches in length; was taken by one of the crew of the Smith on trawl on bottom, in 22 fathoms of water, 25 miles southeast of Newport, R. I., January 1.

The fish was quite poor and is now on exhibition at the store of Goodspeed & Co., T wharf.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Joseph Rowe, Bay of Islands, N. F., 1100 bbls. frozen herring, 50 bbls. salt herring.

Sch. Kentucky, Brown's Bank, 35,000 lbs. fresh cod, 20,000 lbs. haddock.

Sch. Hattie L. Trask, Georges, 30,000 lbs. cod, 20,000 lbs. fresh cod.

Sch. Pauline, Georges, 30,000 lbs. cod, 20,000 lbs. fresh cod.

Sch. Jennie B. Hodgdon, Brown's Bank, 30,000 lbs. fresh cod, 22,000 lbs. haddock, 5000 lbs. hake.

Sch. Georgie Willard, shore.

Sch. Lettie G. Howard, shore.

Sch. Mary Cabral, shore.

Sch. Clara M. Littlefield, shore.

Sch. Grace Otis, shore.

Sch. Bertha M. Bailey, shore.

Sch. Maud S., shore.

Sch. Elsie F. Rowe, shore.

Sch. Horace B. Parker, shore.

To-day's Market.

Board of Trade prices: large handline Georges cod, \$3.34 per cwt., medium do., \$2.12; large trawl Georges, \$3.12, medium do., \$2.38; handline cod from deck caught east of Cape Sable, \$3.12; medium do., \$2.38; large trawl bank cod, \$2.75; medium do., \$2.25 large dory handline cod, \$2.78, medium do., \$2.38.

Splitting prices, large cod, \$2.10; medium do., \$1.25; snapper do., 40 cts.; cusk, \$1.25; snapper do., 40 cts.; haddock, 75 cts.; hake, 95 cts.; pollock, 60 cts.

Bank halibut 13 cts. per lb. for white and 9 cts. for gray.

Fresh pollock, 65 cts. per cwt.

Salt herring in bulk, \$3.25 per bbl.

Fresh herring, \$2.50 per bbl.

Frozen herring, \$3.50 per hundred weight.

Boston.

Jan. 10—Ar., sch. Effie M. Morrissey, 9000 haddock, 17,000 cod, 4000 hake.

Sch. Tecumseh, 3000 haddock, 500 cod, 500 hake.

Sch. Viking, 2500 haddock, 1000 cod.

Sch. Agnes, 14,000 haddock, 10,000 cod.

Sch. Joseph P. Johnson, 24,000 haddock 8000 cod.

Sch. Hattie F. Knowlton, 5000 haddock 700 cod, 1400 hake.

Sch. Norman Fisher, 12,000 cod, 7000 pollock.

Sch. Livonia, 1000 haddock, 3000 cod 1000 hake, 2000 pollock.

Sch. Frances Whalen, 25,000 haddock 2000 cod, 15,000 hake.

Sch. Albert Geiger, 3000 haddock, 1000 cod.

Haddock \$1.50 to \$2.25, large cod \$2, markets \$2.25, pollock \$1.15.

Herring News.

Sch. Lena and Maud is on the way from Placentia Bay with a cargo of frozen herring.

Sch. Dreadnaught will go to New York with her cargo of frozen herring.

Sch. Golden Rod, Louisburg for this port, arrived and cleared at Halifax on Wednesday.

Thursday, Jan. 10

Commanded the Romp.

Capt. Frederick Gerring called at the TIMES office Thursday and informed us that he was the first captain of the famous old sch. Romp, referred to in the recent instalment of our article on the fishing vessels of the past century.

He says the craft was built by Andrew Story and that when she was brought round here and was getting ready for a voyage, he had hard work to ship a crew, as the fishermen thought she was too sharp to be safe.